

INTIMATIONS.

A. S. WATSON & CO. LIMITED.
ARE NOW BREWING
NEW SEASON'S
CHRISTMAS & NEW YEAR CARDS
'INCLUDING SOME
CHROMOS OF SWISS AND HOME
SCENERY,
SUITABLE FOR FRAMING.

CHRISTMAS CONFECTIONERY.

WILL BE OPENED OUT IN A FEW DAYS.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Hongkong, 15th September, 1887.

MARRIAGE.

At St. John's Cathedral, Hongkong, on the 1st. De-
cember, by the Rev. William Jennings, M.A., Colonial
Clergyman, Alexander James, M.A., H.B.N. Consul
at Serres, China, and son of the late Alexander
James, and Miss Elizabeth, second daughter
of the late John Lindsay, Aberdeen.

The Daily Press.

HONGKONG, DECEMBER 2ND, 1887.

The rider attached to the verdict of the
Coroner's jury in the inquest on the body
of the Nautica murderer will hardly
commend itself to general approval. The
man committed suicide in goal. He
seems in the first place to have attempted
to hang himself and then to have taken opium.
Where he got the string and the opium was
not proved, but the jury find that no blame
can be attached to any of the gaol officers
and that reasonable precautions had been
taken. Reasonable precautions indeed! The
result itself and the evidence show that there
were nothing like reasonable precautions.
The occurrence is simply scandalous. In the
best regulated gaol suicides do occur at
times, but it is very seldom that prisoners
on capital charges are afforded an op-
portunity of making away with themselves.
Sometimes, notwithstanding these pre-
cautions, a condemned man will anticipate
the hangman, but to do so he has to exercise
considerable ingenuity or inventiveness. But
in Victoria Gaol it would seem that any one
can commit suicide. A prisoner in a rendition
case only a few months ago hanged himself.
It appears that string can be procured from
the tailor's shop, and that there is not much
difficulty in getting opium. Would-be-suicides
have therefore a choice as to the means they
will employ. That opium is smuggled into
the gaol is a matter of notoriety and has
been remarked upon by the Commissioners
and Committees that have at various times
sat to inquire into gaol matters. All efforts
to stop the practice seem to have proved
fruitless, probably because they were not made
in the proper direction. So long as there
are Chinese officers employed in the gaol so
long will there be a risk of smuggling pro-
hibited articles into the establishment. Even
with European officers the risk may not be
entirely absent, but with Chinese officers it
must be much greater, as their communica-
tion with the prisoners and their friends
outside is likely to be closer and more direct
than that of Europeans, and say nothing of
the different views held by Europeans and
Chinese as to the immorality of breaches of
discipline. Certain it is that in the present
case the prisoner obtained opium to poison
himself with, and this notwithstanding the
fact that the gaol authorities had been specially
warned that he was likely to attempt to com-
mit suicide. It was to the interest of his
numerous accomplices that this man should
accomplish self-destruction, so that no
confession might be extracted from him at
Canton. No pains would be spared there-
fore to convey to him the necessary poison.
Through not technically, to all intents
and purposes he was a condemned man. A
clear case of murder had been made out
against him in the investigation at the
Magistracy, the papers had been sent up to
the Governor, in ordinary course an order
for rendition would have been made, and the
prisoner's execution would have followed
when he was given up. Under such cir-
cumstances a special watch ought to have been
kept over him. There seems to have been some
idea of taking special precautions, but what
did they amount to? The prisoner was
placed in a certain hall, "because there was
an officer generally (but not always) there
to look after him," and where it would seem
he had opportunities of communication with
other prisoners, for Mr. Jones, the chief
warder, is of opinion that the string with
which he tried to hang himself had been
brought to him by a prisoner from the tailor's
shop. It is evident from the disclosures
made at the inquest that the administration
of the gaol leaves much to be desired, not-
withstanding the rider attached to the jury's
verdict. If the jury were to be invited to
express an opinion on the administration of
the gaol the evidence placed before them was
wholly insufficient to enable them to arrive at
an intelligent conclusion. That the prisoner
committed suicide was clear, and there was
no suspicion, and certainly no evidence, that
any of the gaol officials had knowingly and
wittingly rendered him assistance in doing so.
If it had come out in evidence that an
officer had rendered such assistance it
would have been the jury's duty to have
found him guilty of murder, or if it had
come out that an officer had supplied the pri-
soner with opium as a luxury but without
felonious intent it would have been within
their province to remark upon it in their
verdict. But it was not within their province
to enter on an inquiry as to the administra-
tion of the gaol in general, and not having
sufficient evidence before them it would have
been better if they had refrained from ex-
pressing an opinion on this point and simply
confined themselves to their verdict that
the deceased committed suicide. The respon-
sibility chiefly rests with the Coroner,
who asked the jury for an expression
of opinion on a subject quite foreign
to the inquiry. Mr. WOODHOUSE him-
self must see, we think, that a verdict that
"no blame could be attached to the gaol

officers" cannot be justified in the absence
of evidence as to the duties of the different
officers and the measure of responsibility at-
taching to each. *Prima facie* no opium
can enter the gaol without a breach of duty
on somebody's part or a radical defect in the
system. To establish the contrary very
strong evidence would be required. No
such evidence was produced at the inquest
on Wednesday. Yet the jury find that no
blame attaches to any one, and that reason-
able precautions had been taken, in other
words, that the system is perfect—a finding
which is negatived by the very fact of the
suicide having been committed.

The numerous fires which have occurred
during the last week or two, almost at the
commencement of the winter season, suggest
anything but pleasant prognostications as to
what the total during the season is likely to
amount to. The members of the Govern-
ment Fire Brigade have already, we hear,
been talking of petitioning for an increase of
pay, and it must certainly be allowed that
four and a half dollars a month is very small
remuneration for the work that has fallen
upon them during the last fortnight. Hardly
a day has passed without an alarm, while on
some days there have been several, and although
some have proved to be trifling affairs the
number of big fires has been quite excep-
tional. The number of houses destroyed is
over fifty, and these were not mere shanties
but well built brick houses, and many of them
with valuable contents. A crop of fire is of
course always expected during the dry season,
but with so many as we have had lately it is
impossible to avoid a suspicion that they
cannot all be attributed to accident. The
Chinese themselves do not mind matters,
but openly express the opinion that the de-
sire to get the insurance money is the real
explanation of many of the fires. And now-
adays, when an insurance of \$10,000 can be
effected on the contents of a Chinese house for
\$75, with few questions asked, the tempta-
tion to upset a lamp is certainly great. Cheap
insurance is in itself a good thing, but it
may be purchased at too dear a cost to the
community. However, there is the fact; in-
surance is cheap and fires frequent; and it
behoves the Government to take steps to
meet this condition of things. There has
during the last few years been a very
noticeable improvement in the fire brigades,
both as regards efficiency and appliances,
but there is still much room for improve-
ment. The steam fire engines might, we
think, with advantage be distributed, one
at least being stationed in the eastern district
and one in the western, instead of all being
kept at the Central Fire Brigade Station.

Then something might be done in teaching
the Chinese how to direct their energies with
more advantage. The first engine on the
scene of a fire is generally a manual, which
might do some good in keeping the adjoining
houses wet and so preventing the spread
of the flames, but the idea of the Chinese
seems to be to play their hose where the
fire is burning most strongly and where the
small stream of water they can throw is al-
sootely useless. And even when the brigades
of the same tendency to be observed,
outbreaks in neighbouring houses being
neglected until they have gained head-
way. We have noticed this at several
of the recent fires, which we think
might have been confined within narrower
limits by a more judicious application of the
water available. Another point which de-
serves some attention is the regulation of the
numerous private salvage corps. Either the
men belonging to these corps are of some
use or they are not. If they are they ought
to be allowed to pass the Police and get to
the scene of the fire, but very often they are
turned back along with the general crowd.
Certainly they do not seem to be of much
use, running about as they do promiscuously
with lanterns, without any apparent system
of organisation, and yet so much labour one
would think might be usefully applied.

The British gun-boat *Wanderer*, Commander
Gifford, arrived here yesterday from Foochow.

His Excellency Pak Chong-tong, Korean Mi-
nister to the United States, left here yesterday
for the U.S. and returned to Korea.

The Agents (Messrs. Messers & Co.) inform
us that the *St. John's* steamer, from Ham-
burg, left Singapore at noon on Wednesday for
this port.

The Agents (Messrs. Jardine, Matheson &
Co.) inform us that the *Glen Linn* steamer, from
London, left Singapore yesterday for this port.

The French transport *Cochon* arrived at Sin-
gapore on the 21st November with about 800
troops from Cochinchina, and was to leave for
Algeria after calling.

His Excellency Governor Sir William Des
Voeux paid a visit yesterday to the board of the
Colonial Office, and returned to his residence.

Last night a Chinaman named Yip Ahn, a
contractor's foreman, fell down dead in Holly-
wood-road, probably from heart disease. The
body was taken to the Central Station and from
there removed to the mortuary.

We have to acknowledge the receipt, from the
local agents (Messrs. Giffman & Co.) of a cabi-
net for 1888 issued by the North British and
Mercantile Insurance Company. It is a neat
card with a useful date indicator.

The vessels which arrived from the south
yesterday report heavy weather, and the steamers
Glenlyon and *Japan* appear to have encountered
a swirl of the typhoon recently announced from
Manila, as they met a heavy gale on the 27th ult.

The Agents (Messrs. Adamson, Bell & Co.)
inform us that the Canadian Pacific steamer
Albatross, from Vancouver, with the Canadian
mail of the 9th ult., has arrived in Yokohama,
and will leave for Hongkong, Yokohama, and
Kobe on the 3rd inst.

Yesterday morning, Mr. Teikio Minami,
Consul for Japan, paid a visit to Admiral Lang
on board his cruiser *Ching Yuen*, and was
saluted on leaving the vessel. Colonel Withers,
American Consul, also paid a visit to the *Ching*
Yuen during the day.

The steamer *Japan*, which arrived from Cal-
cutta yesterday, brought on 320 boxes, 25 cases,
and 750 Patan opium, 250 boxes, 2,250
bags, saltpetre, 104 bags, 74 bags, 74 bags,
400 cases, 107 bags, 107 bags, and 11,323
packages, sundries.

The following telegram, dated Paris, October
31, is published in *The Times*: "Dr. Soler,
the medical man on board the *Messiah*, which
was wrecked in Chinese waters last May, has
published a long letter charging the captain and
crew of the *Disaster* with pilfering the ship
which they had undertaken to save. It is impos-
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The *Indian Statesman* of the 11th ult. says:
—Sir Dinshaw Manojee Pelt has now accepted
the seat previously held by him in the Council
of the Viceroy and which he at first declined.
Sir Dinshaw will be the first Parsi to sit in
the Legislative Council of the Supreme Govern-
ment.

A telegram received from the Civil and
Military Government of Assam and Dependencies,
dated the 8th November, has been forwarded to
the Chief Secretary of the Government of India.
The telegram dated 21st November says:
—"On November 21st I received with great
satisfaction the report of the Chief Secretary
of Assam, dated 15th November, in which he
states that the Chief Secretary of Assam, dated
15th November, has been forwarded to the Chief
Secretary of the Government of India."

Mr. Richard has been appointed Resident-
General in Tonquin in succession to M. Bihoud.
Mr. Richard, who is forty-six years of age, oc-
cupied the post of Director of the Interior in
Rouen, Governor of French India, and Governor
of Rouen.

The Bangkok correspondent of the *Strait*
Times says that on the 14th ult. there was
launched from the building yard of the Bangkok
Steamship Company, Limited, the new steamer
of the recently formed Menam Flotilla Co.,
Limited, for which the Bangkok Company, Lim-
ited, has formed to build vessels for the
purpose of opening up trade with the interior
of Siam, and is intended to be worked on simi-
lar principles to the Flotilla Co. of Burmah.

A placard was recently posted in Hanoi pro-
phesying a series of plagues which was to com-
mence on the 1st inst. The placard was in French
and said to have come from China via Hong-
kong. It caused great excitement amongst the
Annamites, and first having been read frequ-
ently in the streets, it was then posted in the
place of the placard was posted for the sake of
bringing money to the temples and the houses.
A Chinaman who was arrested while carrying
the placard was found while being con-
ducted to prison.

The *Penang Gazette* of the 18th November
states that a small steamer, named *Surry*,
which arrived at Singapore from Bangkok on
the night of the 18th November, reports that
on the morning of the 19th November, a fire
broke out in the house of a Chinese named
Hoong, which was the first of a series of fires
for which purpose he had in his possession
\$3,000. He was attacked by some men and
robbed of the whole of the money. One of the
robbers was afterwards apprehended, and a por-
tion of the money was found upon him. The
police are sanguine that they will capture the
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The chief officer of the German steamer *Surry*
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The *Penang Gazette* reports a murder case
which occurred at the neighboring town of
Lath. It appears that some dispute had arisen
between Mr. Cramer and the son of a Chinese
man, who the latter called another who was
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A London telegram in the *Spectator*, dated
the 2nd November, makes the following
announcement:—"Her Travels has been gazet-
ed as German Resident at the Court of
Morocco." Her Travels, it will be remem-
bered, was a German at this port a few years
ago.

A Bombay telegram dated the 4th ult. in the
Indian Daily News says:—"The proposal to
construct a new railway line from Bombay to
Mumbai Corporation, but an amendment has
been carried, approving the principle of making
contributions towards defraying the cost of
constructing the railway on the simple *chala*
or *farnal* principle."

The *Singapore Free Press* of the 21st Novem-
ber says:—"The master of the steamer *Hoang*,
reported having encountered a typhoon the
strength of which was mostly felt when off Cape
St. James. No serious damage was done, but
the vessel was forced to put into the port of
Mandana. The vessel arrived this morning from
Manila two days overdue. She experienced two
typhoons and sustained considerable damage, har-
ing her engine-room skylight completely smashed,
and the mainmast broken. Just before the
mainmast was broken a sail fell and the main-
mast was broken. The vessel was forced to put
into the port of Mandana. The vessel arrived
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VESSELS ADVERTISED AS LOADING

VESSELS ON THE BERTH

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.
THE British Steamship
"PARTHA."

3,067, Tons Register. Arrived at Yokohama on Friday, 27th July, 1888. Left YOKOHAMA for KOBÉ and YOKOHAMA, ON FRIDAY, the 23rd December, at THREE P.M.

To be followed by S.S. "ADYBSINIA," on 27th Dec., and S.S. "BATAVIA," on 28th February, 1889.

Connection will be made at Yokohama with the regular Steamer Lines of Europe and Peru, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Passage Tickets granted to Engle and France, and Germany by all trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:

To Victoria and San Francisco	\$160.00
To Victoria and San Francisco	175.00
To all Common Ports in Canada	200.00
To Liverpool via United States	300.00
To London	305.00

To other European Ports at proportionate rates and conditions.

The Company's Agents, Messrs. J. & A. McAlister of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Consulate, are to obtain on application.

Accompanying Customs Cargo destined to Points in the United States, should be sent to the Company's Office addressed to MESSRS. J. & A. MCALISTER.

D. E. BROWN, District Freight agent, 155
 Freight will be received on Board till 4 P.
 on the 22nd December.
 All Freight must be sent to our Office, and
 should be marked to address in full; and the
 same will be received by us until 5 P.M. of the
 day previous to sailing.
 For information as to Passage or Freight
 apply to
 ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 26th November, 1897.

MAILS EXPECTED.

THE AMERICAN MAIL.
 The O. & S. steamer *Gaelic*, with the Ame-
 can mail of the 9th November, left Yokohama
 on the 30th idem., and may be expected here
 about the 5th of December.

THE CANADIAN MAILS.
 The Canadian Pacific steamer *Parthia*, with
 the Canadian mail of the 9th November, lea-
 ves Yokohama on the 3rd, and may be expected
 here about the 10th of December.
 The *Gracior*, Pacific steamer *Albatross*, will
 leave Yokohama on the 10th of December, and

the succeeding Canadian mail, left Vancouver on the 29th November, and is due here on the 25th December.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Nector* left Singapore on the afternoon of the 25th November, and is due here on the 2nd December.

The O. S. S. Co.'s steamer *Schillen* left Singapore on the afternoon of the 26th November, and is due here on the 3rd December.

The Austro-Hungarian Lloyd's steamer *Ferdinand* left Singapore on the 25th November, and is due here on the 4th December.

The O. S. S. Co.'s steamer *Antenor* left Singapore on the 29th November, and is due here on the 6th December.

The D. R. E. steamer *Lydia* left Singapore on the 20th November, and may be expected here on or about the 7th instant.

The Glen Line steamer *Glenardney* left Singapore on the 1st, and is due here on the 11th instant.

POST-OFFICE NOTICES.

The Postal Guide for 1857, revised to date will be found in the Daily Press, Director, p. 385 large edition, p. 701 small edition. This is the only authorised complete edition of the Postal information published in Hongkong.

LOCAL DELIVERY.—No delivery is attempted on board ship, at sea, in the Colon, Aberdeen, or elsewhere, unless the name of the person to be named in the address when there is a place of business nearer, at which delivery can be effected.

✶ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

— A MAIL WILL CLOSE.

For Amoy—Per *Ingraves*, to-day, the inst., at 3.30 P.M.

For Hongkong—Per *Zafiro*, to-morrow, the inst., at 3.30 P.M.

For Shanghai—Per *Kulsang*, on Monday, 5th inst., at 3.30 P.M.

For Straits and Borneo—Per *Stura*, to-morrow, the inst., at 3.30 P.M.

Tuesday, the 10th inst., at 10.30 a.m.
 For Singapore, Penang, *Tabigania*, on Wed-
 nesday, the 7th inst., at 10.30 a.m.
 For Nagasaki, Kobe, and Yokohama,
Teharu, on Wednesday, the 7th inst., at
 4 p.m.

MAILS BY THE FRENCH PACKET
 The French Contract Packet *Ozda* will
 be despatched on TUESDAY, the 13th inst.,
 with Mails to the United Kingdom, Euro-
 pe and places beyond, viz. *Mercure*, to Sain-
 t-Martin, the *Sediments*, Batavia, Borneo, *Sei*,
India (via Madras), the *Australasian*, Calcutta,
 Aden, Natal and the Cape, Egypt, Malta,
 Gibraltar.
 The following hours will be observed in ob-
 serving the Mails, &c.
 The Post Office declines all responsibility
 for Letters and Packages containing Jewellery
 and other valuables, which, though they may be
 taken, whose Registration has been neglected,
 make no enquiries into alleged losses of
 letters.

**HOURS FOR CLOSING THE CONTRACT
 MAILS.**
 THE ENGLISH MAILS.
 The following hours are observed in ob-
 serving the Mails, &c., by the Contract Packet:—

Day of Departure.
 Noon—Money Order Office closes.
 2.00 P.M.—Registry of Letters ceases. Post
 of all printed matter and patterns ceases
 3.00 P.M.—Mails closed, except for Late Letters
 3.15 P.M.—Letters may be posted with
 of 10 cents until
 3.30 P.M.—When the Post Office closes entirely
 3.40 P.M.—Late Letters may be posted but
 the packet will be late for 10 cents, at
 time of departure.

RATES OF POSTAGE.

Letters, per 1 oz.	10 Cts.
Post Cards, each	3 Cts.
Books, Patterns, and Commercial Papers, per 2 lbs.	2 Cts.
Registration	2 Cts.
Registration	2 Cts.
Do, with return receipt	15 Cts.

Commercial papers, singly each, payable
 though written by hand, do not bear the char-
 acter of an actual or personal correspondence,
 as invoices, deeds, copied music, &c. These
 are at as low rates as booklets of 10
 under 4 oz. weight are charged 5 cents.

NOT RESPONSIBLE FOR DELIVERY

Neither the CAPTAINS, the AGENTS, nor
OWNERS, will be RESPONSIBLE for
DEBT contracted by the Officers or the Crew
of the following Vessels during their stay at
Hongkong Harbour:—
ATHOLL, Brit. str., Couller.—Order.
MACRABBER, Brit. ship, Hore.—Turner
MARIE, Ger. str., Schaefer.—B. Marty.
QUEEN OF ENGLAND, Siam. ship, Spencer
Order.
REMBRANT, Amr. ship, Paine.—Russell
SOUTH AMERICAN, Amr. ship, Tucker.
sell & Co.

Hongkong Ice Company's Shares—\$55 per share, sellers.
 Hongkong and China Bakery Company, Limited
 —\$110 per share.
 Perak Tin Mining and Smelting Company
 —\$10 per share.
 Penjom and Sungkai Dua Samantan Mining
 Company, Limited—\$137 per share, sellers.

THIS Company's Steamship
 "ACHILLES."
 Captain Anderson, will be despatched as above
 on MONDAY, the 5th December.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 28th November, 1897. 12904

THE S/S 111 British Ship
 "JOHN M. BLAIRIE."
 Captain Faulkner, will lead for the above
 and will have quick despatch.
 For Freight, apply to
 CARLOWITZ &
 Hongkong, 7th November, 1897.

Port, "ASIA,"
Anderson, Master, will load here for the
Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG &
Co.,
2158 Hongkong, 20th September, 1887.

BLACKADDER, Brit. ship, Hora.—Turner
MARIE, Ger. str., Schoefer.—A. B. Marty.
QUEEN OF ENGLAND, Siam. ship, Spencer.
Order.
REMBRANT, Amr. ship, Paine.—Russell
SOUTH AMERICAN, Amr. ship, Tucker-
sell & Co.

NOTICES OF FIRMS.

NOTICE.

THE Undersigned has been appointed SUPERINTENDENT of the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S BUSINESS in China.

E. L. WOODIN.
Hongkong, 28th November, 1887. [2307]

THE Undersigned, having WITHDRAWN his Capital as a PARTNER of the TUCK LEE COMPANY'S Shop, 74 Praya, Hongkong, has, from this date, NO FURTHER INTEREST or RESPONSIBILITY in the said Shop, whereof LAI PO is now a PARTNER in his stead, in conjunction with YOUNG FU YING.

As, the same time, for the Loans, Money Lending, Debts, &c., of the TUCK LEE SHOP may have incurred, the undersigned is NOT RESPONSIBLE, it being LAI PO'S business to settle them.

LI SHU NAM.
Hongkong, 24th November, 1887. [2313]

NOTICE.

M. R. HENRY BROOKE ELLERTON is authorized to Sign our Firm, per procuration.

GALTON & Co.
Fenchow, 8th November, 1887. [2313]

INSURANCES.

FIRE INSURANCE COMPANY, OF 187 IN HAMBURG.

THE Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Hongkong, 13th January, 1884. [117]

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

THE Undersigned, having been appointed Agents for the above Corporation, are prepared to Grant Insurances as follows:—

MARINE DEPARTMENT.

Policy at current rates, payable either here, in London, or at the principal Port of India, China, and Australia.

FIRE DEPARTMENT.

Policy issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policy issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, 26th July, 1887. [113]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL \$400,000.

TOTAL ASSETS \$1,250,000.

CLAIMS PAID EXCEEDED 550,000.

RISKS ACCEPTED AT CURRENT RATES OF PREMIUM.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1887. [172]

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

BAN HUP, Esq.

YOW CHONG PENG, Esq.

CHAN LI CHOT, Esq.

Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
Hongkong, 14th March, 1881. [1782]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIMMSEN & Co.,
Hongkong, 16th November, 1887. [14]

NOTICE.

QUEEN FIRE INSURANCE

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Hongkong, 16th July, 1887. [50]

STANDARD LIFE ASSURANCE COMPANY.

REDUCTION IN RATES.

A REDUCTION in the RATES of PREMIUM has been made on all Policies from this date.

For further Particulars, Apply to

THE BORNEO COMPANY, LIMITED.

Hongkong, 15th November, 1887. [2212]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.,
Hongkong, 1st January, 1882. [16]

PHEONIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPEAUX & Co.,
Agents for Phoenix Fire Office.
Hongkong, 17th August, 1887. [18]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE and LIFE at Current Rates.

PUSTAU & Co.,
Hongkong, 1st April, 1885. [168]

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$85,000, in first-class risks at current rates.

MELCHERS & Co.,
Hongkong, 27th March, 1876. [12]

CALDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned, having been appointed Agents for the above Company, are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNOLD, KARBURG & Co.,
Hongkong, January, 1882. [688]

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S

5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid immediately on proof of death, together with a Mortality Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.

Prospectus and full particulars may be had on application to

GIBB, LIVINGSTON & Co.,
Acting Agents.
Hongkong, 13th January, 1887. [61]

TO BE LET.

TO BE LET—AT THE PEAK.
FOR 6 MONTHS FROM THE 1st JANUARY NEXT.

BURNISHED HOUSE Consisting of 2 SITTING ROOMS, 3 BED ROOMS, 3 BATHING ROOMS, 3 BATH ROOMS, DRIVING ROOM, SERVANTS' QUARTERS, &c., &c.

Apply to D. C. T.
Office of this Paper.
Hongkong, 30th November, 1887. [2324]

TO BE LET.

THE PREMISES
247 Queen's Road East.

Apply to LINSTRAD & DAVIS.
Hongkong, 21st October, 1887. [2028]

TO BE LET.

[Possession EARLY IN NOVEMBER.]
THE Desirable RESIDENCE known as "STOWFORD."

Apply to Bonham Road
Hongkong, 16th August, 1887. [1856]

TO BE LET.

A FURNISHED HOUSE in thorough repair with TENNIS COURT.

Apply to Ma. WILMOTT.
Hongkong Dispensary.
Hongkong, 23rd November, 1887. [2280]

TO LET.

A FURNISHED HOUSE at the Peak, for Four Months.

Apply to ALFRED G. WISE.
Hongkong, 1st December, 1887. [2330]

TO LET.

ONE LARGE GODOWN at WANAN.

Apply to E. D. SASSOON & Co.
Hongkong, 1st December, 1887. [2331]

TO LET.

ROOMS IN "COLLEGE CHAMBERS"

Apply to DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [142]

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entries GODOWNS to LET.

Apply to MEYER & Co.
Hongkong, 2nd July, 1887. [1272]

TO BE LET.

WITH IMMEDIATE POSSESSION.

SUITE OF ROOMS fronting the Praya and the Praya Street, upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.

These Premises are well adapted for OFFICES or STORES.

Rooms on the First and Second Floors of Marine House.

BISNEE VILLA, PORCULUM.

GODOWN at BOWENSTOWN.

Apply to SHARP & Co.
Marine House.
Hongkong, 17th October, 1887. [1430]

TO LET.

ROOMS IN CLOTH CHAMBERS.

Apply to DOUGLAS LAPEAUX & Co.
Hongkong, 1st February, 1882. [143]

INTIMATIONS.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the causes of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [135]

A PHOTOGRAPHER

Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos of NATIVE TYPES, copies of which are obtainable in his Studio at Messrs. KELLY & WATSON'S.

Four Months of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of Photos, and Views and reproductions of the same on Paper, Canvas, or Oil.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICEHOUSE LANE. [2]

SQUARE BOTTLE WHISKY

JAMES JOHNSON'S BLEND.

Superb Quality.

CUTLER, PALMER & Co.'s Selection.

Apply to LANE, CRAWFORD & Co.,
Hongkong. [1884]

WINTER TIME TABLE.

THE WOLLOON FERRY.

"MORNING STAR."

Runs Daily as Ferry Boat between FRIDAY'S WHARF and TATA-TEA-TU at the following hours—This Time Table will take effect from the 17th October, 1887.

WEEK DAY.

Leaves Hongkong 8.00 a.m.

Leaves Kowloon 8.30 a.m.

Leaves Hongkong 9.00 a.m.

Leaves Kowloon 9.30 a.m.

Leaves Hongkong 10.00 a.m.

Leaves Kowloon 10.30 a.m.

Leaves Hongkong 11.00 a.m.

Leaves Kowloon 11.30 a.m.

Leaves Hongkong 12.00 p.m.

Leaves Kowloon 12.30 p.m.

Leaves Hongkong 1.00 p.m.

Leaves Kowloon 1.30 p.m.

Leaves Hongkong 2.00 p.m.

Leaves Kowloon 2.30 p.m.

Leaves Hongkong 3.00 p.m.

Leaves Kowloon 3.30 p.m.

Leaves Hongkong 4.00 p.m.

Leaves Kowloon 4.30 p.m.

Leaves Hongkong 5.00 p.m.

Leaves Kowloon 5.30 p.m.

Leaves Hongkong 6.00 p.m.

Leaves Kowloon 6.30 p.m.

Leaves Hongkong 7.00 p.m.

Leaves Kowloon 7.30 p.m.

Leaves Hongkong 8.00 p.m.

Leaves Kowloon 8.30 p.m.

Leaves Hongkong 9.00 p.m.

Leaves Kowloon 9.30 p.m.

Leaves Hongkong 10.00 p.m.

Leaves Kowloon 10.30 p.m.

Leaves Hongkong 11.00 p.m.

Leaves Kowloon 11.30 p.m.

Leaves Hongkong 12.00 a.m.

FOR SALE.

THE BRITISH STEAMER

"ATHOLL,"
Of 1,436 Tons Gross, 222 Tons Net Register, and 170 H.P., with all her TACKLE, APPAREL, and APPURTENANCES, as she now lies in this Harbour.

For further Particulars apply to ADAMSON, BELL & Co.,
Agents. [2118]

FOR SALE.

PAUL DURIEUX & Co. REIMS.

L. PIGARD SUGAR BEER.

CARTE BLANCHE 80 per doz. Quarts.

ORIGINAL 82 per doz. Quarts.

GRANDCREMANT, 84 per doz. Quarts.

GERMAN BEER.

LAGERBEER (Light) \$7.50.

FRANZISKAER KLOSTER.

Per case of 4 doz. Quarts.

JUSTUS LEMKE & Co.,
Club Chambers.
Hongkong, 3rd October, 1887. [1915]

FOR SALE.

CHAS. H. HEIDSIECK'S

CHAMPAGNE 1880 WHITE SEAL.

\$22 per case of 1 dozen quarts.

PAUL DUROUX & Co.'s

CLARET, GRAND VIN LEVILLER.

\$25 per case of 1 dozen quarts.

CLARET, CHATEAU LAROUSSE.

\$13 per case of 1 dozen quarts.

\$14 per case of 1 dozen quarts.

POINT DE GANT.

\$9.50 per case of 1 dozen quarts.

PAUL DUROUX & Co.'s

\$7.50 per case of 1 dozen quarts.

\$8.50 per case of 2 dozen quarts.

LORMONT.

\$5 per case of 1 dozen quarts.

JOHN WALKER & SONS

OLD HIGHLAND WHISKY.

\$8 per case of 1 dozen bottles.

CUTLER PALMER & Co.

WINES AND SPIRITS.

SIEMSEN & Co.
Hongkong, 1st January, 1888. [19]

AT WHOLESALE PRICES.

SACONNET'S SHERRY, PORT.

CLARET, CHATEAU LAROUSSE.

ROCKS, BURGUNDY.

BRANDY, WHISKIES, ALE, STOUT.

MACHINERY, PIANOS, COOKING

SCALES, BICYCLES.

PAINTS, OILS, VARNISH.

PIANOS.

"SINGER" SEWING MACHINES.

Apply to W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 1st January, 1888. [83]

FOR SALE.

CHAMPAGNE "MONOPOLE"

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).

Do. "sec" RED FOIL (dry).

Do. GOLD FOIL (dry).

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